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All letters for publication should be written on one side of the paper only.

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The Daily Press.

HONGKONG, JULY 15TH, 1907.

We have previously given our opinion of the mischievous rubbish that is printed in a certain class of political fiction—those stories that deal with hypothetical wars between friendly powers, and forecast their results. Sometimes they are written to emphasise the arguments of those who are anxious to prove the necessity of augmenting the army or navy of their respective countries, in which case as a story they are usually somewhat dull. At other times they are merely sensational or viciously alienophobic. It is rarely that their constructors seem able to realize, or to make their readers realize, what war really involves. If they did that, they might provide the antidote for their own poison. Mr. T. E. Fisher Unwin has published a book called "Armageddon," translated from the German, which seems to us to do this. It is a thrilling story, with much in it that we would rather not have seen printed, but at the same time it should leave the average Jinggo who reads it less inclined for fight than he was. Admiral Fremantle has written an introduction in which he very properly points out the superiorities of this narrative to the rest of its class. The anonymous author causes war to break out in a way that has recently had a curiously close coincidence. Trouble at Apin led to the landing of a naval force, without the consent of the German governor, very much in the way that an American force was landed at Jamaica, contrary to the wishes of Governor Swettenham. In the story, the American

ship, seeing England embroiled, steamed away without insisting upon landing its men, and the suggestion of the German writer is that America deliberately sought and intrigued for such an outcome, for its own advantage. Admiral Fremantle considers it unjust to cast America for the part of Mephistopheles, and says it is a blot upon the book, "for though our American cousins are certainly cute enough, they have never shown themselves dishonourable in their political relations." There are other blots on the book he has failed to note, such as the ignoble part the French soldiers and sailors are made to play in the fighting. For after the first shots, France joins England, followed by Portugal and Spain, while Germany has the assistance of Austria and Italy. Russia, Japan and America sit on the fence and subsequently reap all the spoils of battle. The Kilkeny business is brought to an end in a curious "yellow peril" way, the writer picturing a pan-Asianic league and simultaneous risings and massacres in Africa, India, and China, so that an armistice is arranged at the instance of the Kaiser, while the united enemies march to fight the new peril and rescue their friends. Describing events in China, the author says: "Such events were the punishment of pious belief in the lies of those who had said that the religion of Love was able to modify the wild instincts of the Mongolian race. It was demonstrated that conversion among the Chinese had been only an external act, and that the water of baptism had not been able to alter in a day the racial character imprinted by centuries." While the impoverished and enfeebled allies were setting these matters right, Russia seized the Persian port of Bender-Abbas, and America sent England an ultimatum to withdraw all her garrisons from her colonial possessions in the West Indies from Jamaica, the Bahamas, British Honduras, and British Guiana. All these political changes and redistributions, however, are less convincing than the author's word pictures of war and its realities, and these are the parts that justify the whole. If every Californian Jinggo and every Japanese Jinggo could be made to digest these vivid passages, the present situation would soon be less strained than it seems to be.

The plague total at date is 174 cases, there having been reported three yesterday.

Owing to the introduction of the premium bonus system in the works of Vickers, Sons, and Maxim engineers and naval shipbuilders, at Edith, on the Thames, five miles east of Woolwich, nearly 7,000 men have gone on strike.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 10 a.m.:—"13th, 7.30 a.m. Cyclone has crossed Ludron Islands north of Guam moving probably W.N.W."

There was a surprising discussion at a recent meeting of the Greenwich Guardians following upon rumours that detectives from Scotland Yard were making investigations concerning certain cheques alleged to have been received by guardians from contractors to the Union. The matter was referred to by Mr. W. H. Reynolds who moved that the board apply for a Local Government Board inquiry into certain allegations. This was agreed to.

Beginning with July, higher fares were charged on practically all the electric underground railways of London, including the Central London Railway. The uniform fare was first introduced into London by the latter company, but now the tube which made London famous will be the "Tuppenny Tube" no longer. A new tariff of fares has been arranged, and the old charge of "twopenny any distance" will obtain only as far as Lancaster-gate.

The Hongkong Legislative Council, which assembled to-morrow (Tuesday) to deal with a resolution "that the principle of the payment of salaries of European Civil Servants contained in Lord Elgin's despatch No. 122 of the 11th June, 1907, be approved," and for the first readings of a Bill entitled An Ordinance relating to Fire and Life Insurance Companies, and of a Bill entitled An Ordinance giving to a Foreign Company called the Nederlandse Handel-Maatschappij certain facilities for carrying on its business in the Colony.

The jiriksha, the little man-drawn carriage used in Japan, South Africa, and tropical countries, is making a bid for popularity in England. It is likely to prove a formidable rival to the bath-chair in the estimation of invalids. Messrs. Turill, of Long-acre, informed a "Daily Mail" representative that they have three dozen on order at the present moment. A number of them are for invalids and persons suffering from gout and rheumatism. The "Jiriksha" is also being utilised by tourists in Cumberland and the Lake District. For general utility amid such rugged country there is nothing to equal it. Ladies are particularly grateful for it. Army men returning from India and Ceylon, and people settling in secluded parts of the country, are ordering jirikshas. They cost anything from ten to twenty guineas, complete with rubber tyres. In the last three months Messrs Turill have sold more than in the previous five years.

In order to swell the Jamaica earthquake fund in Barbados, the Governor recently authorised the issue of a special 2d. stamp, surcharged "Kingston Relief Fund, 1d." with the idea that the stamp should be used as an ordinary penny stamp, and that the fund should benefit by the other penny. It appears that inadvertently the inscription on one sheet of these stamps was printed upside down. A well known philatelist immediately bought up the lot at the rate of 4s. each. The moment the Governor heard of it he ordered that 4,000 more should be struck off. It is easy to imagine the chagrin of the philatelist.

In his report for 1906, published in the Gazette, Mr. Frank Browne, Government Analyst, states that during the year an increasing number of ores and of metals were examined. Most of the metals were various qualities of Chinese tin, of which from 4,000 to 6,000 tons annually pass through Hongkong from Mong Hsi, Yunnan. The refining of this tin is now one of Hongkong's small industries. The process of purification is carefully done, and is quite successful. It is hoped that, despite counter attractions in the mode of carrying from the mines, this tin may still be dealt with in Hongkong. As the trade and refining has now been carried on here for five years, there seems to be a good prospect of its continuance and increase.

Thus the Australian Star of May 14: A very large turtle, known in some quarters as the "Chinese Devil," which was caught in the vicinity of Botany Bay on Saturday last, caused quite a flutter amongst a certain section of the local Chinese, who worship it. The fish, which was over 8 ft. in length, and which weighed over half a ton, was taken to the fish market but was almost immediately purchased by the Celestials, who removed it to a lane off Astor-street. It was there guarded jealously and during the evening a religious ceremony was held over it. As the fish could live out of water a great length of time, it was taken to Bondi on Sunday. It was placed in the ocean to "return to China with all their bad luck."

Damages to the extent of £135 were obtained against Miss Connie Ediss, the well-known Gaiety favourite, for an accident in which her motor car was concerned. The action, which was heard in the King's Bench Division before Mr. Justice Ridley and a special jury, was brought by a labourer named Moss Lee, employed by Messrs. Dick Kerr and Co., tramway contractors. It was 25 Nov. of last year, and Miss Connie Ediss was passing through Lewisham in her motor car, which was driven by her cousin. Lee was attempting to reach the footpath when he was knocked down. His leg was broken. Miss Connie Ediss drove him to the hospital, where he remained for two weeks. As a result of the accident, he claimed that he was now unable to do any hard work.

The Marquis Vincenzo Peruzzi, the representative of a Florentine family with a claim over five hundred and thirty years old for £250,000,000 against England, who went to London a few days ago to look after the matter as recorded recently, has finally disposed of his romantic lien on the British throne. In an interview he said: "Why do all the papers want to give me millions? I don't want them; I never asked for them. The whole story is untrue. It was manufactured in Florence (Rome and Milan). They said that when King Edward was in Rome I asked him for £40,000,000, but I have come to London on something more important than forty millions. I have come to be married, and in three weeks I shall be gone."

The Vienna correspondent of the Express says that Mrs. Woywats, the wife of a Chicago engineer, has been arrested at her parents' home at Radwanitz, Silesia, on the curious charge of lese majeste, the offence having been committed in love letters she wrote two years ago. She was originally betrothed to a Pole of the name of Strobowski. They discussed politics as well as love in their billets doux. The girl cancelled the engagement and went to America, where she married Mr. Woywats. She returned two months ago to her parents. Strobowski, thereupon, in order to obtain revenge for being jilted, submitted to the Public Prosecutor Marie's love letters to him, in which she attacked the Emperor's Policy. She was arrested as she was on the eve of starting on her return to Chicago.

GREEN ISLAND CEMENT CO., LTD.

An extraordinary meeting of the Green Island Cement Co., Ltd., to pass a special resolution, was held at the offices of the general managers, Messrs. Sheehan, Towns and Co., at noon on Saturday. Mr. E. Sheehan presided, and there were also present Sir Paul Chater and Hon. Mr. H. Kewick (consulting committee), Mr. E. Henderson (secretary), Messrs. J. A. Young, E. D. Haskell, and R. Hancock.

The Secretary read the notice calling the meeting, and the resolution requiring confirmation. The resolution read:—That it is desirable to capitalise the sum of \$300,000, being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively, and that the General Managers be, and they are hereby, authorised to distribute among the shareholders the 2,000 unissued shares in like proportion.

The Chairman proposed the adoption of the resolution. Hon. Mr. Kewick seconded, and the motion was agreed to. The Chairman—A call of \$5.50 per share will be made immediately. Scrip will be ready on the 22nd instant. That is all the business, gentlemen. Thank you for your attendance.

TELEGRAMS.

THE ELCHO SHIELD.

LONDON, July 14th.

The Elcho Shield has been won by Ireland, the scores being:—

Ireland 1,634.
Scotland 1,621.
England 1,595.

THE KOLAPORE CUP.

LONDON, July 14th.

The Kolapore Cup has been won by the Mother country with a score of 778, Australia being second with a similar score.

A JAPANESE SKETCHER.

LONDON, July 14th.

A Japanese has been arrested for sketching the fortifications at San Diego.

PRINCE FUSHIMI'S TOUR.

TOKYO, July 14th.

To-day Prince Fushimi arrived at Tokyo, when there was a great official and popular reception at Shinbashi. H.M.S. Monmouth was met at Yokohama and saluted by Japanese cruisers.

SHANGHAI DOCKS DIVIDEND.

SHANGHAI, July 13th.

The Directors of the Shanghai Dock and Engineering Company Limited have recommended a dividend of 15s. 3d. per share for the past year.

THE FRENCH NAVY.

LONDON, July 11th.

The spread of the opium habit in the French navy has become such that special instructions for combating it have been sent to the naval commanders; also an important circular directing measures for the improvement of general discipline.

THE ANGLO-RUSSIAN AGREEMENT.

LONDON, July 14th.

Sir A. Nicholson and Count Ivolsky are engaged in the Anglo-Russian negotiations which are proceeding without a hitch, and it is expected that they will be concluded before the autumn. The Tibetan and Afghan questions are already exhausted, and the Persian problem is now being discussed.

THE UNITED STATES AND JAPAN.

LONDON, July 12th.

Baron Aoki, the Japanese Ambassador, has issued a statement in which he says there is no difference or ill-feeling whatever between the Japanese and American Governments; all talk of trouble is a mere phantom, evoked by irresponsible trouble hunters.

STEAMER ASHORE IN THE CANAL.

LONDON, July 12th.

The steamer Schornhorst is aground and blocking the Suez Canal. [Refloated same day.]

MANCHURIAN RAILWAY LOAN.

LONDON, July 12th.

It is rumoured that Japan is about to issue a Manchurian Railway loan.

THE PEKING TO PARIS MOTOR RACE.

LONDON, July 12th.

Prince Borghese has reached Tomak.

ADMIRAL YAMAMOTO IN THE UNITED STATES.

LONDON, July 12th.

President Roosevelt gave a luncheon to Admiral Yamamoto at Oyster Bay; several American and Japanese naval officers were present, also the Secretary of State, Mr. Bacon.

Yesterday Admiral Yamamoto made a speech in New York, in which he dwelt upon the cordial relations existing between the United States and Japan: which he said would never be destroyed by trifling incidents. He appealed to leading Americans not to allow themselves to be led by sentiment from the paths of righteousness.

POLICE COURT.

Saturday, July 13th.

BEFORE MR. F. A. HAZELAND (First Police Magistrate).

A DARING THIEF.

The foks employed at a boot establishment, No. 2 Bonham Strand, were greatly surprised to see Chan Tau, a fireman residing at Third Street, enter their shop on Friday, open a show case, and walk out with a pair of boots. He had not gone far, however, when he was arrested and handed over to the police. After hearing the evidence his Worship found the defendant guilty, and sentenced him to one month's imprisonment and four hours' stocks.

RECKLESS DRIVING.

A truck coolie appeared before his Worship to answer a charge of recklessly driving a truck in Jubilee Street and injuring a Chinese girl. It appears that the defendant and another coolie lost control of the truck, which was loaded with merchandise, while descending a hill in Jubilee Street. The unmanageable truck knocked down the complainant passing over her foot. It was found necessary to remove her to hospital. His Worship ordered the defendant to pay \$10 compensation.

COUNTERFEIT COINS.

At the instance of Detective Sergeant Sullivan, Pang Kau, a salesman in a jeweller's shop at No. 154, Queen's Road Central, was arraigned on a charge of being in possession of a number of Hongkong and Chinese spurious twenty cent pieces, which were found in a box of goods belonging to him. Accused denied the charge, stating that the spurious money had been received in business transactions, and Mr. C. F. Dixon (of Messrs. Hastings and Hastings), who appeared for him, applied for an adjournment. The case was remanded for a week, and bail fixed in the sum of \$500.

BEFORE MR. G. N. ORME (Second Police Magistrate).

ALLEGED LARCENY.

Mr. R. A. Harding appeared to defend a prisoner named Chan Tau, who was charged with the larceny of \$20 from a Singapore Chinaman. The complainant, it appears, sent to a Money Changer's shop in Canning Road Central to change two Straits ten dollar bills. The defendant who was standing alongside him told him the money was not negotiable in Hongkong, and taking the bills out of his hand, passed them to an accomplice, who ran away with them. Chan also attempted to escape, but was arrested. The case was adjourned, and the defendant admitted to bail in the sum of \$100.

MARINE MAGISTRATE'S COURT.

Saturday, July 13th.

BEFORE COMMANDER BASIL TAYLOR, R.N. (MARINE MAGISTRATE).

A LAUNCH COLLISION.

His Worship held an inquiry into the circumstances attending the collision between the unlicensed steam launch K 4, of which Lau Yau is coxswain, and the licensed steam launch Cheung Lee, of "Cheung Hei" master.

John Morrison, harbour engineer to the Dock Company, said he left the s.s. Japan, lying at the Apier buoy, in K 4 launch. As the ship was about to start he saw the launch K 4, which was approaching from the west, came close round the bows of the Japan, the launches meeting nearly at right angles and the stems touching. Witness heard a long blast on the whistle of his launch followed by a short one.

The coxswain of the K 4 said that on shoving off from the Japan he gave a long blast because he was afraid the other launch would collide with his. Then he went ahead and put his helm to port. On drawing ahead he saw the Cheung Lee on his port bow, and gave another long blast, of which the Cheung Lee took no notice. Witness kept his engines ahead, and his helm a port, but the other vessel came on and struck his launch on the port bow.

The coxswain of the Cheung Lee said he was going from West Point to Tsimshatsoi at the time of the collision. He came along the southern fairway, and when crossing the bows of the Japan, saw the launch K 4 about 100 feet off.

His Worship held that both coxswains were to blame. The coxswain of the K 4 failed to blow the signals laid down in the rules, and the coxswain of the Cheung Lee passed too close to the bows of the Japan, thereby making it impossible for her to keep clear of the K 4. Both coxswains' certificates would be suspended for two months.

A NEGLIGENT COXSWAIN.

The coxswain of the unlicensed launch K 4 was charged with failing to report to the Harbour Master within 48 hours of his engagement, the name and number of his certificate for registration. Defendant said he was only a substitute, but his Worship ordered him to pay a fine of \$5, in default fourteen days' imprisonment.

DISOBEDIENCE AND NEGLECT OF DUTY.

At the instance of Mr. G. E. Bridge, chief officer of the s.s. Athenian, John Smith, quartermaster of that vessel, was charged with disobeying the lawful commands of the captain, and with wilful neglect of duty on board the steamer since the 12th instant. Accused pleaded guilty.

Chief Officer Bridge testified to giving the defendant leave on Friday night from 8 p.m. till midnight. At about 11.30 p.m. he returned on board drunk, abusive and riotous. Defendant should have relieved the deck at midnight, but he was unfit for duty, and another man had to take his watch. Witness found it necessary to hoist the police signal, but the defendant was quiet by the time the water police arrived.

Defendant denied making a noise until he was struck by another quartermaster. He was not allowed to keep his watch.

His Worship recorded a conviction and ordered the defendant to forfeit six days' pay.

FRENCH NATIONAL FETE.

From numerous flag poles in the city and from the masts of vessels in the harbour the French Tricolour floated lazily in the gentle breeze and served as a reminder that yesterday was the National Fete day of La Belle France. Locally, there were few celebrations beyond the reception at the French Consulate which was adorned with flags in honour of the occasion. Here during the morning there were many callers, both official and civilian, among the more prominent being the A.D.C.s. to H. E. the Officer Administering the Government, the General Officer Commanding and Commodore Williams, also a number of the foreign consuls. The Pension Française was elaborately decorated, and large numbers of patriots gathered there to celebrate.

In the French Consession at the Shamien the festivities were on a larger scale, and in order that residents of Hongkong might have an opportunity of witnessing them, Messrs. Barretto and Co., the agents of the French steamer Paul Beau, ran a cheap excursion to the Chinese city. Many availed themselves of this chance to take part in the afternoon's festivities, and to witness the display of fireworks in the evening.

HONGKONG LUNATIC ASYLUM.

The report for 1906 states that there were admitted during the year 134 males and 29 females, making with those remaining on December 31st, 1905, 15 males and 7 females, a total of 184 under treatment. Of these cases there were discharged on recovery or repatriated 157 (having been sent to Canton), 9 died, and there remained under treatment on December 31st, 1906, 18 cases. Acute mental diseases were not very prominent, there being only 24 cases of acute mania—17 males and 7 females. Chronic mental trouble and degenerative mental changes were more prevalent among the native population. Alcoholism again claims a large proportion of subjects—31.

REPORT OF THE COLONIAL VETERINARY SURGEON.

This report, which appears in the Gazette, states that there was an increase in the numbers of cattle and swine during 1905 and a decrease in the numbers of sheep and goats. The decrease in these animals seems to be due to the importation of frozen mutton from Australia. The demand for cattle from Manila has been brisk throughout the year and the high prices the Manila dealers offer secure for the Philippines the best of the cattle in the Hongkong market. Greater numbers of cattle now show evidences of brucellaemia, a practice encouraged by the fact that exporters are willing to pay more per pound for such cattle. The total number of cattle admitted to the Kennedy Town Cattle Depot was 52,591, an increase on 1905 of 3,692. Out of these admissions 213 were rejected on arrival as unfit for food. The rejections in 1905 amounted to 672. At Hung Hom Depot 4,962 cattle were admitted against 5,446 in 1905. The rejections at Hung Hom were 21.

The revenue at Kennedy Town was \$75,945.50 an increase on the previous year of \$6,120.15, and at Hung Hom \$48,338, while the collection of fees at Shaukiwan and Aberdeen, were based to a contractor as usual.

The total revenue derived from the slaughter of Horses and Deers was \$937 88s. This is an increase on last year's working of \$13,615.55. The total amount of animals slaughtered in the Colony were:—

	Cattle.	Sheep and Goats.	Pigs.
Kennedy Town	22,478	15,775	163,974
Hung Hom	4,963	1,129	28,304
Shaukiwan	—	—	4,774
Aberdeen	—	—	3,471
Total	27,441	16,903	201,523

Grand total of all animals, 244,130

THE PLOT TO KILL THE TSAR.

I have been made acquainted, wrote the correspondent of the Standard, with the following details of the plot against the Tsar, of which an outline was given by M. Stolypin, the Premier, to the Duma. These particulars show the fertility of resource and the deadly intensity of purpose which characterizes the Terrorist organization. The information, which is derived from Court circles at Tsarsko Selo, indicates that the conspirators aimed not only at the life of his Majesty but at that of his infant son, the Tsarevich (born July 30, 1904). A Russian girl student and revolutionary made the acquaintance of a Cosack of the "Conroy," the bodyguard of the Tsar is termed. She "converted" the soldier, as she thought, to revolutionary principles, and offered him \$200 if he would attempt the life of his Imperial master, the Tsar, and that of the Tsarevich. The assassination was to be accomplished on April 2, when the Cosack's turn came to guard his Majesty's apartments.

The soldier demanded £1,000 as blood money, and the negotiations were prolonged until shortly before the date named, when the Cosack informed the adjutant of Prince Trubsky, commander of the Palace Guards, of the efforts which had been made to seduce him from his allegiance. The adjutant directed the Cosack to appear to fall in with the plans of the conspirators and to do as they directed him. As he was proceeding to the palace on the fateful evening to assume his guard duty two men, who had managed to conceal themselves in a shrubbery at Tsarsko Selo, beckoned to him and handed him two infernal machines, each scarcely larger than a watch. Wonderful workmanship was shown in their construction, and, although so small, they contained explosives of enormous power. The Cosack was directed to place them beneath the beds of the Tsar and the Tsarevich.

The guard promised to carry out these instructions, but instead, handed the infernal machines to his superior officers. At the same time measures had been taken for the arrest of the conspirators. The palace had been surrounded on all sides by troops, and the cordon being narrowed the Cosack was captured. Three accomplices, whose whereabouts had been ascertained, were also arrested. In this way a plot, which aimed at the removal in one night of the Tsar and the heir to the throne of All the Russias, was foiled in the very moment which the revolutionaries had chosen for the execution of their atrocious plans.

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 York Building, Chater Road.
 Hongkong, 30th July, 1906. [38-2]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
 have now 49,000 Cubic Feet of Cold
 Storage available at EAST POINT. Stores will
 be open at 10 A.M. and 4 P.M. daily, Sunday
 excepted, to receive and deliver perishable goods.
 Wm. PARLANE, Manager.
 Hongkong, 18th November, 1901. 47

INSURANCES

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
 OF AIX-CHAPPELLE.

THE Undersigned, having been appointed
 AGENTS for the above Company, are
 prepared to ACCEPT RISKS against FIRE
 at Current Rates.

REUTER, BROCKELMANN & CO.
 Agents.
 Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
 TOTAL FUNDS at 31st DECEMBER, 1905
 £17,837,119.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSIDED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... 3,388,720 19 8

THE Undersigned, AGENTS for the above
 Company, are prepared to ACCEPT RISKS
 against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 27th April, 1907. 1146

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
 AGENTS for the above Company, are
 prepared to ACCEPT RISKS against FIRE
 at Current Rates.

CARLOWITZ & Co.
 Agents.
 Hongkong, 13th August 1905. 29

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LACQUERED WARE.
 19, QUEEN'S ROAD CENTRAL.
 Hongkong, 21st September, 1903 778

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CANTON near the Hongkong, Canton and
 Macao Steamboat Company's Wharf and facing
 the river. The lots contain by a measure about
 50 "changs" or thereabouts. Title Deeds can
 be seen at the Office of the Undersigned.
 For further particulars, apply to
GOLDING & BARTON, Solicitors,
 10, Queen's Road Central.
 Hongkong, 22nd May, 1907. 970

COLLECTIONS OF USED POSTAGE STAMP IN PACKETS

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 150 " 1.75 100 " 25.00
 200 " 3.50 150 " 35.00
 250 " 5.75 200 " 35.00
 275 " 9.00 300 " 85.00

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 Hongkong, 8th June, 1906. [106]

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SCIENTIFIC MISCELLANY.

EVAPORATION OF GOLD METALS.—A MAIL
SUBWAY—TIDES OF THE EARTH'S CRUST—
LUNGS FOR AIRLESS PLACES—ELECTRIFIED
GAS—FLAMES—SCHOOLS OF AIR NAVIGATION—
PROOF THAT ELEMENTS CHANGE—
CHIEFS FOR PANICS—GOOGLES OF SHEET
STEEL.

The long-suspected evaporation of metals and
 their solid compounds has been recently shown
 by several methods, that of Zongholis being to
 enclose the substance in an airtight glass vessel
 with a piece of chemically pure silver foil
 suspended horizontally a third of an inch or less
 above it. Experiments have been made with
 copper, lead, iron, zinc, non-metals (sulphur,
 selenium, tellurium and phosphorus), metalloids
 (arsenic and antimony), and various oxides,
 hydrides, sulphides and haloid and oxygen salts.
 The silver foil was more or less affected in nearly
 every case, usually taking on a golden tint.
 To produce a distinct effect required weeks or
 months in most cases, but a few days or
 even hours were sufficient with some sub-
 stances, metalloids and non-metals acting more
 energetically than metals. The results seem
 to indicate a connection between
 evaporation and the action of solid bodies on
 photographic plates, as well as with radio-
 activity.

The familiar mail van is to disappear from
 Berlin streets if a new plan of connecting the
 central post office with the various stations in
 the city is carried out. A tube of sufficient size
 to permit a stopping man to enter is to be con-
 structed, and this will have two railway tracks,
 one above the other. Small two-wheeled cars
 will be run by electricity. No locomotive or
 attendant on board will be required, and trains
 containing up to six cars will carry the mails to
 any part of the city in a fourth of the present
 time.

The theory that the earth's crust is subject
 to diurnal movements analogous to tides has
 been confirmed by the seismograph at Mauritius.
 The movements seem to depend upon the sun
 A wave of low barometric pressure travels
 around the earth after the sun, and this wave
 causes a bulge in the crust beneath it.

Fused sodium peroxide, electrically pre-
 pared, is the chemical agent in a process
 of air regeneration that has been recommended
 for such purposes as submarine boats, etc.
 In contact with water, pure oxygen is given
 off, caustic soda, being formed. The soda
 absorbs the carbonic acid, coating the peroxide
 with a crust of carbonate which is removed by
 shaking the chemical in a wire net or gauze
 cylinder. It is found that 6½ ounces of the
 peroxide give the seven gallons of oxygen
 required by one man per hour, and that 2½
 pounds should sustain nine men in a submarine
 of 2,700 cubic feet capacity for nine hours,
 before the carbonic acid in the air breathed
 would increase to a troublesome quantity.

Experimenting on the influence of small
 currents of electricity upon flames—especially
 those of acetylene—C. P. Lorenz has found
 that an alternating current of a few hundred
 volts increases the light about 1½ times
 at the same time shortening the flame.
 Before a mirror the periodic changes are easily
 seen. The flame, which gives out a humming
 sound, can be used where a specially white,
 short-wave light is required, and it is also
 applicable as a telephone receiver, especially if
 it is supplied through a manometer mouthpiece
 into which the voice is directed. The electric
 current was passed between the burner and a
 wire projecting into the dark cone of the flame.

The aeronautic school which has been in
 existence for a year at Paris is to be followed
 by a similar one in Germany, the training at
 first to consist of a one year's course in ballooning.
 The instruction will include: the calculation
 of volume of balloons; methods of cutting
 the material; methods of rendering the material
 impermeable; construction of nets; gases used
 for inflation; the general theory of balloon
 construction and use; scientific instruments
 used in ascensions; meteorological observations;
 ascents with passengers; methods for landing;
 applications with airships. Work with aero-
 planes is to be added when these machines are
 sufficiently developed.

The most direct evidence we have of the
 disintegration of atoms is that afforded by
 radium, and this is very briefly summed up by
 Sir Oliver Lodge. Rutherford measured the
 magnetic deflection of the alpha-rays, or
 positively charged particles, shot out by radium
 emanation at a certain stage of disintegration.
 From this he inferred that the mass of each
 particle was comparable with twice that of an
 atom of hydrogen, consequently that the pro-
 jected particles were material, and, if a single
 known substance, must be either hydrogen or
 helium—probably the latter. Ramsay and Soddy
 then examined the spectrum of some of the
 emanation enclosed in a vacuum tube. Helium
 was not at first detected, as it would have been

if it had been an ingredient in a mixture, but it
 appeared in a day or two at about the rate
 required by the disintegration hypothesis. It
 has been observed further that radium loses
 much activity when its emanation is removed,
 gradually regaining it as fresh emanation is
 formed. Other proof that atoms are not
 changeless units is more abundant, but is
 voluminous, varied and weighty.

The disappearing chair for theaters is de-
 signed to lessen the risk to life and limb in
 large audiences stricken with panic. The back
 of the chair folds forward on the seat, and
 pressing a spring releases a rod supporting
 the chair, when the whole arrangement sinks
 into and closes an aperture in the floor, leaving
 an unobstructed standing surface.

The value of vasidium—formerly greater
 than that of gold, owing to scarcity and cost of
 extraction—was recently lowered to about that
 of silver by the discovery of a large quantity near
 Lima, Peru. No other considerable deposit is
 known.

Goggles for drivers of motor
 vehicles have thin steel plates in place of the
 usual lenses. There is nothing brittle to break,
 endangering the eyes, and three ingeniously
 arranged slits enable the wearer to see every-
 thing in front of him.

ARE CHINESE CLASSICS FORGOTTEN?

The vagaries of historical scepticism have
 begun to invade Sinoology, and several strange
 works appear at intervals which are full of
 misplaced learning. Among these caricatures
 of eccentric scholarship must be classed a
 little book on early Chinese history by Mr.
 Allen.

Of late the question is discussed whether the
 Chinese Classics are not all forged, and
 several learned men have taken a part in the
 discussion. Mr. Kingsmill, of Shanghai late
 President of the North China Branch of the
 Royal Asiatic Society in that Chinese settle-
 ment, has suggested a Sanskrit origin for the
 famous Confucian classic of the Odes, Mr.
 Herbert Giles, another scholar profoundly
 versed in the lore and language of the
 Celestials and Chinese Professor at Cambridge,
 has attacked the celebrated Taoist work: Lao-
 tao and tried to prove it a forgery.

Now Mr. Allen, who is by the way, a mis-
 sionary goes further and expresses the
 opinion that the well-known work of Mencius
 was forged by Sama Teien who fraudulently
 manufactured the name Mencius from a town
 which is now a treaty port near the French
 frontier of Tonkin, there having been an earl
 person of that name famous in Chinese
 philosophy and religion. But Mr. Allen goes
 still further and says that this Sama Teien
 practically forged nearly the whole classical
 literature of China! If he was the forger, then
 he must be evidently an extraordinarily clever
 man. The question, which Mr. G. W. Parker,
 another learned scholar, but on the opposite side
 in this controversy, asks naturally arises,
 whence did this Sama Teien acquire the literary
 art to compose a whole literature, admittedly
 varied and profound, all by himself? Mr.
 Parker rather unkindly calls Mr. Allen's book
 "dreadfully unreadable" and says it is "im-
 possible from beginning to end, with scarcely
 an orthodox line in it." The latter statement
 is quite true as Mr. Allen is very heterodox,
 and from a literary point of view quite
 eccentric.

But as we (*Bombay Gazette*) have said, he is
 not alone in this heterodoxy, as he has several
 English Sino-logues with him. But it is a sign
 of some progress that such an abstruse question
 is being discussed nowadays and that, too, in a
 book published by the S.P.C.K., which has an
 object in this. This society thinks that it pro-
 motes Christian knowledge by trying to show
 that the main works expounding the Chinese
 religion are forgeries. But even if they be
 forgeries, still they are pretty ancient, for the
 forger flourished 2,000 years ago.

W. WHITELEY LTD.
 Universal Providers,
 WESTBOURNE GROVE, LONDON, W.
**THE BIGGEST STORE
 IN THE WORLD.**
 HIGH QUALITY. MODERATE PRICES.
 PROMPT ATTENTION.
 General Illustrated Catalogue (free post), or
 any Departmental List sent free to household
 applicants.

ON SALE.

A TABLE OF THE
**RATES OF EXCHANGE
 AT HONGKONG.**

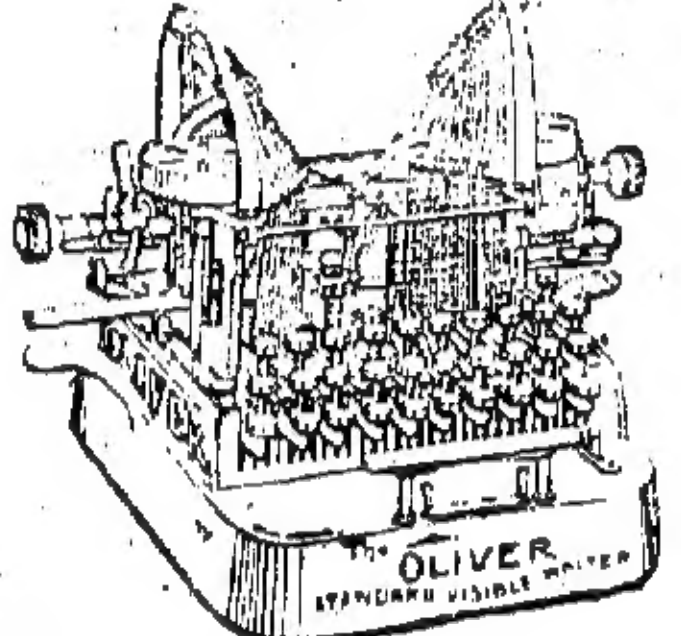
DEMAND DRAFTS ON BOMBAY
 On the Day Preceding the Departure of
 English Mails from the Year of the Closing
 of the Indian Mints to the Free Coinage of
 Silver

FROM 1893 TO 1905;
 ALSO
 RATES FOR SOVEREIGNS, GOLD
 LEAF, BAR SILVER (from 1900),
 and other Useful Information.
 PRICE: \$1 CASH.
 On Sale at the "DAILY PRESS" Office, or
 Local Booksellers.

NEW LABEL FOR WATSON'S "E" WHISKY



NOTE:—The Border and Trade Marks on the Label are in GOLD; THE LETTER
 "E" LITHOGRAPHED IN BLACK, IS ALSO SHADEN IN GOLD; WHILE THE THREE
 CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE
 LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.
 THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE. 1147



SECOND HAND TYPEWRITERS.

SELECTION OF VARIOUS MARKS
 AT
 PRICES RANGING FROM \$50 UPWARDS.
 PURCHASERS WILL HAVE THE OPTION OF
 CHANGING FOR OLIVER'S WITHIN NINE MONTHS
 When full amount paid for Second Hand Machines will be deducted
 from Price of New Machine.

OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDING.
 Hongkong, 10th July, 1906. [1055]

**BENGER'S
 FOOD**
 A Food of great nutritive value which
 can be made suitable for any degree of
 digestive power by the simple process of
 letting it stand for a longer or shorter
 period at one stage of its preparation.
 When strength is returning after illness, a carefully regulated
 and increasing amount of exercise for the digestive functions is
 beneficial. Benger's Food is the only food which can be pre-
 pared so as to give the stomach this regulated amount of work.
 • Benger's Food is sold in Tins by Chemists, &c., everywhere.

IMMENSE
WATSON'S
 (No. 10) DUNDEE
WHISKY.
 Hong Kong
 Agents
 for Watson's
 Dundee—
WATKINS, Ltd.,
 Apothecaries
 Hall,
 Hong Kong.

SHIPPING.

ARRIVALS.

ASATA, German str. 1,001. Kumpel, 14th July. Hongkong 4th and Swatow 13th July. Rizee, Butterfield & Swire.
 "HONGKONG", British str. 1,113. Warrack, 13th July. Hongkong and Hanoi 11th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. F. Mooney, 13th July. Tientsin and Canton 8th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. J. Jenkins, 14th July. Saigon 10th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. A. J. Robson, 14th July. Swatow 12th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. J. Chaseling, 13th July. Hongkong 7th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. E. Forsyth, 13th July. Tientsin 7th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. P. E. Cape, 14th July. Shanghai 11th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. W. H. Lim, 14th July. Shanghai 11th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. N. Brown, 14th July. Hongkong 11th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. D. Reimers, 14th July. Hongkong 11th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. J. Chaseling, 13th July. Hongkong 7th July. General. Butterfield & Swire.
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 "HONGKONG", British str. 1,113. N. Brown, 14th July. Hongkong 11th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. D. Reimers, 14th July. Hongkong 11th July. General. Butterfield & Swire.

DEPARTURES.

ASATA, German str. 1,001. Kumpel, 14th July. Hongkong 4th and Swatow 13th July. Rizee, Butterfield & Swire.
 "HONGKONG", British str. 1,113. Warrack, 13th July. Hongkong and Hanoi 11th July. General. Butterfield & Swire.
 "HONGKONG", British str. 1,113. F. Mooney, 13th July. Tientsin and Canton 8th July. General. Butterfield & Swire.
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 "HONGKONG", British str. 1,113. D. Reimers, 14th July. Hongkong 11th July. General. Butterfield & Swire.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAIMUN".

Captain A. J. Robson, will be despatched for the above Port TO-DAY, the 15th inst., at 4 p.m.

For Freight or Passage apply to DOUGLAS, LAPEL & CO., General Managers.

Hongkong, 11th July, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEEN, HAMBURG, LONDON, MARSEILLES, COGNAC, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship.

"ERNEST SIMONS".

Captain Girard, will be despatched for MARSEILLES, on TUESDAY, the 23rd July, at 1 p.m.

This Steamer connects at Colombo with the Australian line as "Dumbuck", bound for Marseilles via BOMBAY and ADEEN.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TOKIN" ... 6th Aug.

S.S. "SALAZAR" ... 20th Aug.

S.S. "POLYNESIAN" ... 3rd Sept.

S.S. "TOURANE" ... 17th Sept.

S.S. "AUSTRALIAN" ... 1st Oct.

S.S. "NERA" ... 15th Oct.

G. DE CHAMPEAUX, Agent.

Hongkong, 11th July, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AG. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES, HAVRE, & HAMBURG	C. PERD. LAEISZ	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	Tomorrow.
MARSEILLES, LA NORD, & ANTWERP	SYRIA	Brit. str.	—	D. C. Grogan, R.M.E.	P. & O. S. N. Co.	About 17th inst.
MARSEILLES, AG. VIA PORTS OF CALL.	ERNEST SIMONS	Freest.	—	Girard	MESSAGERIES MARITIMES	On 23rd inst., at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN, & COPENHAGEN	CATHAY	Dan. str.	—	—	MELCHERS & CO.	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, & COPENHAGEN	SCANDIA	Ger. str.	k.w.	Broek	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, & COPENHAGEN	SCANDIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 23rd inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HAMBURG	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 23rd inst.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON & TRIESTE, AG. VIA SINGAPORE, & COPENHAGEN	PREUSSEN	Ger. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 23rd inst.
NEW YORK	NIPPOON	Am. str.	—	Nathurath	MELCHERS & CO.	On 23rd inst.
VANCOUVER VIA SHANGHAI, JAPAN, & COPENHAGEN	VANDALIA	Am. str.	—	E. Tarabochia	SANDER, WIEBER & CO.	On 23rd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	AMERICA	Am. str.	—	Frank	HAMBURG-AMERIKA LINIE	On 23rd inst.
CALLAO, IQUIQUE, VIA JAPAN PORTS, & COPENHAGEN	AMERICA	Am. str.	—	Detron	CANADIAN PACIFIC R. CO.	On 23rd inst.
AUSTRALIAN PORTS VIA MANILA	AMERICA	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 23rd inst.
AUSTRALIAN PORTS VIA TIMOR	AMERICA	Am. str.	—	—	DODWELL & CO., LTD.	About 18th inst.
AUSTRALIAN PORTS VIA MANILA	AMERICA	Am. str.	—	J. Minson	TOYO KISEN KAISHA	On 18th inst., at Noon.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	Holms	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	W. H. Brown	MELCHERS & CO.	On 27th inst., at Noon.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	W. von Senden	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	Zwart	MELCHERS & CO.	About 26th inst.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	W. F. Richard	JARDINE, MATHESON & CO. LTD.	Second half of July.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	D. Christie	JARDINE, MATHESON & CO. LTD.	Today, at 4 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	F. Prosch	MELCHERS & CO.	Tomorrow, at 1 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	M. Nomoto	OSAKA SHOKEN KAISHA	About 17th inst.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	Sachs	HAMBURG-AMERIKA LINIE	Tomorrow, at 9 a.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	G. M. Montford, R.M.E.	P. & O. S. N. Co.	On 18th inst.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	—	HAMBURG-AMERIKA LINIE	About 18th inst.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	A. Blücher	SANDER, WIEBER & CO.	On 22nd inst.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	J. Warrack	MELCHERS & CO.	Tomorrow, at 4 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	A. J. Robson	BUTTERFIELD & SWIRE	Today, at 3 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	E. Forsyth	DOUGLAS, LAPEL & CO.	On 18th inst., at 4 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	H. A. Warrack	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	—	BUTTERFIELD & SWIRE	Tomorrow, at 4 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	F. W. Warrack	JARDINE, MATHESON & CO. LTD.	On 19th inst., at 4 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	A. Fraser	SANDER, WIEBER & CO.	On 20th inst., at Noon.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	R. Almond	SANDER, WIEBER & CO.	On 27th inst., at Noon.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	—	BUTTERFIELD & SWIRE	Tomorrow, at Daylight.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	—	MELCHERS & CO.	About 28th inst.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	E. J. Buller	JARDINE, MATHESON & CO. LTD.	On 17th inst., at 3 p.m.
YOKOHAMA & KOBÉ	AMERICA	Am. str.	—	Dimi	CARLOWITZ & CO.	Today, at Noon.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARD/ESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 20th July, Noon.
RUBI	2540	R. W. Almond	Manila	On 27th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 15th July, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ARELOUR" ... On 23rd August.

For freight and further information apply to

STEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 13th July, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"CATHAY"	End of August
SHANGHAI, YOKOHAMA and KOBÉ	"SOIRUDNIK"	Middle of August
SHANGHAI, YOKOHAMA and KOBÉ	"TRANQUEBAR"	End of August
MARSEILLES, HAVRE, and COPENHAGEN	"SOTRUDNIK"	Middle of Sept.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th July, 1907.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF SAILING
SHANGHAI	"WAISHING"	Monday, 15th July, 4 p.m.
SHANGHAI	"TAI NG"	Tuesday, 16th July, 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wednesday, 17th July, 4 p.m.
MANILA	"LOONGSANG"	Friday, 19th July, 4 p.m.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.

Penang 15. Calcutta 165.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chfoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 15th July, 1907.

HAMBURG-AMERIKA LINIE

PASSENGER SERVICE.

BY the new steamers, "REHANIA", "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort and safety in ocean travelling. They have very large cabins, provided with ONLY LOWEST BERTHS. The cabins are amply fitted with furniture, laundry on board. Doctor and Stewards carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBÉ, YOKOHAMA.

HAMBURG ... 1st August

REHANIA ... 1st September

HOHENSTAUFEN ... 1st October

SILEZIA ... 2nd November

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG

SCANDIA ... 7th August

HAMBURG ... 4th September

REHANIA ... 4th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SAXONIA ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 18th July

MARCELLUS ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 21st July

WIK ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 22nd July

HAMBURG ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 23rd July

SLAVONIA ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 1st Aug.

LIBERIA ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 14th Aug.

Next sailings homeward:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC" Persian Service to Arabian and Persian Gulf Ports.

C. PERD. LAEISZ ... MARSEILLES, HAVRE & HAMBURG ... 18th July

WIK ... HAVRE & HAMBURG ... 23rd July

SCANDIA ... NAPLES, HAVRE & HAMBURG ... 7th Aug.

SAXONIA ... HAVRE & HAMBURG ... 20th Aug.

HAMBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept.

* Special attention of intending passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply fitted with the electric light. Duly qualified Doctor and Stewards carried. Laundry on board.

VANDALIA ... NEW YORK ... 20th July.

12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
SHAWMUT	9,606	E. V. Roberts	About 7th Aug.
TREMONT	9,606	T. W. Garlick	8th Sept.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw a.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 13th July, 1907.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Torio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LERNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA".

Captain Dini, will be despatched as above on MONDAY, the 15th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 11th July, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MARSEILLES, LONDON, and SYRIA.	ANTWERP	About 17th July.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUNDAY	DELTA	About 19th July.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Neon, 27th July.	See Special of C.A.L.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HAIPHONG	"CHIEF"	On 16th July, 4 P.M.
MANILA	"TAMING"	On 16th July, 4 P.M.
NINGPO and NEWCHANG	"NANGHANG"	On 16th July, 4 P.M.
SWATOW, CHEFOO and TIENTSIN	"HUIHOW"	On 18th July, 4 P.M.
SWATOW and SHANGHAI	"KUIKIANG"	On 19th July, 4 P.M.
CEBU & ILOILO	"SUNGKIANG"	On 20th July, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTE"	On 3rd August, 4 P.M.

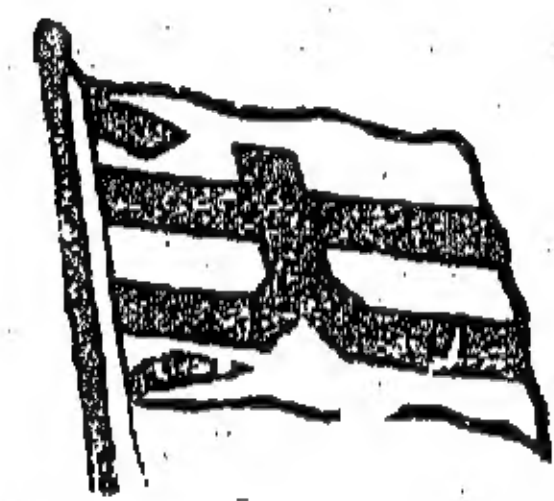
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 15th July, 1907.



OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† SHANGHAI VIA SWATOW, AMOY AND FOOSHOW	"SHOSHU MARU"	TUESDAY, 16th July, at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsides. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Buildings.

Hongkong, 13th July, 1907.

T. ARIMA, Manager.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July
TJIMAH	JAVA	Second half of July	JAPAN	Second half of July
TJIKINI	JAPAN	Second half of July	JAVA PORTS	Second half of July
TJILIWONG	JAVA	First half of Aug.	JAPAN	First half of Aug.
TJILATJAP	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Yurk Buildings, 1st Floor.

Hongkong, 13th July, 1907.

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DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Stomachs, Biliary Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient for Regular Use.

DINNEFORD'S MAGNESIA

MAGNESIA

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"AMBRIA," having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding the discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th July, 1907.

1185

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SCANDIA," having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding the discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th July, 1907.

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"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLICHO."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th July, 1906.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 15th July, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 12th July, 1907.

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NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "TONKIN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Dordogne," and "Matapan" from Havre ex.s.s. "Matapan" from Bordeaux ex.s.s. "Le Président Lery Lallier" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 15th July, 1907, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th July, 1907.

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NAVIGAZIONE GENERALE ITALIANA

(Florio and Rabatino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 15th July, 1907, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

CAELOWITZ & CO., Agents.

Hongkong, 10th July, 1907.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, &c., ex.s.s. "Himalaya"

From Persian Gulf ex B. I. S. N. & "B. & P. S. N. Co's Steamers."

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 11th July, 1907.

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PRINTING.

DAILY PRESS OFFICE

Proofs read by Englishman

DAMPFSCHIFFS-RIEDELREI-UNION ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"VERONA,"
Captain Dobrows, will be despatched for the above Port on or about MONDAY, the 23th July, 1907.

For Freight, apply to
CARLOWITZ & Co., Agents.

Hongkong, 9th July, 1907.

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NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898.

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

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Cunliffe, The Pioneer

